



Jones, E. T. (2006). *The Journal of the Marigold, 1654 (e-version)*.  
<http://hdl.handle.net/1983/597>

Early version, also known as pre-print

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## The Journal of the *Marigold*, 1654 (e-version)

The following is a transcription of a naval journal written by the captain of the English Commonwealth ship *Marigold*, when she was dispatched to convoy the English fishing fleet to Iceland in 1654. An earlier version of this journal was available on the internet from 24 January 2003. The current version is a corrected and updated one, produced during preparation of the version of the transcription that will be published by the [Navy Records Society](#).<sup>1</sup> The NRS transcription will employ modern spelling and punctuation to make it more accessible to a general audience. The version given below is truer to the original document, in that it uses the spelling, punctuation, capitalisation, line spacing and pagination found in the manuscript. In addition, the following version of the journal is accompanied by a glossary of place names, which explains how the places mentioned in the text were identified. The electronic version also has slightly more detailed footnotes than will be found in the Navy Record Society volume. Both versions of the journal include maps of both Britain and Iceland, which identify the principal places mentioned in the text.

### Introduction

On 21 April 1654, on the day that Oliver Cromwell signed the articles of peace ending the First Dutch War, the Commonwealth Navy ship *Marigold* was ordered to convoy the English fishing fleet to Iceland. The *Marigold's* captain, Humphrey Felstead, was further instructed to keep a journal of his voyage and send it to the Admiralty Commission on his return. This was duly done, so that his journal now survives among the State Papers of the Commonwealth.<sup>2</sup> The journal is significant both for being an early survival of its type and for being one of the best contemporary sources available on the activities of the English in Iceland during the early modern period.

Both the decision of the Admiralty to send a convoy to Iceland and the timing of its decision can be explained. While few today are even aware that the English fished off Iceland at this time, it was regarded by contemporaries as one of England's most important fisheries.<sup>3</sup> Indeed, in the 1630s the cod and ling fisheries off Iceland had been described as the 'greatest fishing of the kingdom' which, 'exceedeth the Newfoundland & herring fishing'.<sup>4</sup> And while this might have been a slight exaggeration, it was not much of one; for the Iceland fishing fleet, which came mostly from Norfolk and Suffolk, could contain as many as 160 ships of between 50 and 150 tons burden.<sup>5</sup> The early seventeenth century proved, however, to be the high-water mark of this industry. The Iceland venture was hit hard by the maritime lawlessness of the Civil War and interregnum, so that when the *Marigold* began her convoy on 16 May 1654, she was accompanied by just nineteen vessels. The Admiralty Commission might therefore have felt, with some justification, that if the remnants of the fishing fleet was not protected, an industry would be extinguished that had played a vital role in training men to sea. Moreover, if those in London ever forgot about the fishery, they were regularly reminded of its significance by Major William Burton of Great Yarmouth, who, beside being an alderman of the town on which the Iceland fishery was centred, was also an important naval administrator for the Protectorate.<sup>6</sup>

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<sup>1</sup> Susan Rose (ed.), *The Naval Miscellany*, Vol. VII (Publications of the Navy Record Society, forthcoming, 2009).

<sup>2</sup> TNA SP 18 Vol. 75, 44. For his assistance in identifying the place names in Iceland, I would like to thank Svavar Sigmundsson of The Place Names Institute of Iceland. For his identification of some of the more obscure naval terms found in the journal, I thank Alan H. Hartley, Duluth, Minnesota.

<sup>3</sup> For a more detailed discussion, see: E. Jones, 'England's Icelandic fishery in the early modern period' in D. J. Starkey (ed.), *England's Sea Fisheries: The Commercial Sea Fisheries of England and Wales Since 1300* (Chatham Press, 2000).

<sup>4</sup> TNA S.P. 16/229 no. 80.

<sup>5</sup> *Cal. S.P. Domestic, Charles I*, 1627-28, p. 512; TNA S.P. 16/229 no. 80.

<sup>6</sup> G. E. Aylmer, 'Burton, William (c.1608-1673), merchant and naval administrator', *Oxford Dictionary of National Biography* (OUP, 2004); C. T. Atkinson (ed.), *Letters and Papers relating to the First Dutch War, 1652-1654, Vol. VI* (Publications of the Navy Records Society, Vol. LXVI, 1930), p. 255; *Cal. S.P. Domestic, Commonwealth*, 1656-57, p. 381; 1659-60, p. 390.

As for the timing of the Admiralty's decision to provide a convoy, it seems likely that this was shaped by the events of the war. Since the Iceland fishing vessels normally departed in March or April, the decision to dispatch a convoy vessel came late in the year. It seems likely that a ship was not sent earlier because the Admiralty had been reluctant to commit a ship before it could be sure that the Dutch war was really over. Nevertheless, following the signing of the Treaty of Westminster on 5 April, this would have been all but certain. Meanwhile, the need to send a convoy was emphasised by reports that some English fishing ships, having despaired of protection that year, had been taken by pirates while on route to Iceland.<sup>7</sup> With other ships sheltering in Berwick, or remaining locked up in their East Anglian ports, it was clear that a convoy had to be provided if the voyage was to proceed that year.

The *Marigold* and her captain were certainly suited to the task. Listed in 1653 as a vessel of 100 men and 30 guns, the *Marigold* under Captain Felstead had spent most of 1652 and the early part of 1653 protecting merchantmen and supply ships in the seas around Ireland and western Scotland. In June 1653 she convoyed some vessels from Galway to the Downs and was subsequently appointed to the fleet blockading the Dutch coast under Vice-Admiral Lawson.<sup>8</sup> She then appears to have spent the winter in Deptford, where the journal begins. On 18 February 1654 the *Marigold* was dispatched to Portsmouth where, on 21 April, she was ordered to Yarmouth to convoy the Iceland fishing fleet.

The journal of the *Marigold* reveals much about the Iceland fishery that is not known from other sources. It provides details of the route the fishermen took, the places they chose to fish, the place names they allocated to the coastline of Iceland and the hazards they encountered along the way. It also reveals some interesting snippets about the attitudes of the Icelanders to the English and of the English to the Icelanders.

In terms of the route taken, the most surprising aspect of the voyage is that, having cleared Caithness, the fleet sailed through the middle of the Orkneys, along a passage that Felstead refers to as 'St Magnus Sound'.<sup>9</sup> This route appears to have been preferred to the more obvious alternatives, namely, sailing west through the Pentland Firth or sailing between Orkney and Shetland. Having passed through the Orkneys, the ship headed north past the Faroes and then northwest to Iceland, where the heights of 'Ingey' (Vatnajökull) were used to make their landfall. The fishermen the *Marigold* had convoyed then headed to the east of the island, while the *Marigold* headed west, to meet up with ships that had departed before her appointment.

It seems that Captain Felstead's original plan was to circumnavigate Iceland before rendezvousing at Orkney to convoy the fleet home. In the event, he only got as far as the Ragg (Hornvík) on Iceland's north-western peninsula. This was because the ice had advanced so far southeast from Greenland that the route around the island was impassable. Indeed, in some of the most vivid passages of the journal, Felstead reveals that the *Marigold* came close to being either trapped or destroyed by the ice on more than one occasion.<sup>10</sup>

Having been forced back from the Ragg, the *Marigold* spent a month cruising off the northwest peninsula, while the fleet fished. Again, were it not for the journal, the importance of these fishing grounds would not be evident, since most of the other sources from this period stress the importance of the fishing grounds to the south of Iceland, particularly around the Vestmann Isles.<sup>11</sup> The journal also reveals that the English visitors seem to have had regular contact with the Icelanders, for although a 1632 account had claimed that the English fishermen conducted all their fishing '6, 8, 10 or 20 leagues off the

<sup>7</sup> *Cal. S.P. Domestic, Commonwealth*, 1654, p. 111.

<sup>8</sup> Atkinson (ed.), *First Dutch War*, Vol. V, p. 415; Vol. VI, p. 52; *Cal. S.P. Domestic, Commonwealth*, 1651-1652, p. 257; 1652-1653, pp. 26, 433, 536.

<sup>9</sup> 25-26 May, 9 August.

<sup>10</sup> 17-22 June.

<sup>11</sup> E. M. Carus-Wilson, 'The Iceland Trade' in E. Power & M. M. *Postan Studies in English Trade in the Fifteenth Century* (London, 1933), p. 172; J. Webb, *Great Tooley of Ipswich: Portrait of an Early Tudor Merchant* (Ipswich, 1962), p. 91; *Cal. S.P. Domestic, Charles I*, 1627-28, p. 512; 1631-33, p. 259; 1639-40, p. 162-63; *Statutes of the Realm*, Vol. V, p. 499.

shore', the fishermen frequently entered the fjords to obtain water, fresh food, fuel and ballast.<sup>12</sup> The people the *Marigold* encountered varied from the impoverished folk living around the Ragg to the sophisticated and well travelled Paul Johnson, a 'Justice of the Peace' who expressed admiration for England and claimed that, had the wars continued, the Icelanders would rather have accepted the overlordship of England to that of Denmark.<sup>13</sup>

By the end of July, all the fishing ships in the northwest had made their voyage, their holds full of salted fish. Heading back south, the *Marigold* once again took, or at least intended to take, a somewhat odd route. This time it was that, having sighted the Mykines at the western end of the Faroes, Felstead headed east so that he could sail through what he called 'St Thomas' Sound'.<sup>14</sup> This must be one of narrow sounds that cut through the main group of the Faroe Isles. Whether this was a regular feature of the route employed by the English fishermen is unclear. Back at the Orkneys the *Marigold* attempted once more to sail from east to west via 'St Magnus Sound' to make her rendezvous with the rest of the fishing fleet.<sup>15</sup> Having learned that all the fishermen were well to the east and did not expect his coming, the *Marigold* proceeded south, returning to Yarmouth on the 19 August, exactly three months after leaving Norfolk.

### Conventions adopted in transcription

- Suspensions are *italicised* and rendered in full, e.g. 'w<sup>th</sup>' = 'with', 'm<sup>3</sup>' = 'master'
- 'ye' transcribed as 'the'
- Punctuation is as in the text
- Line spacing and pagination are as in the text
- Spelling is as in the text
- Capitalization is as in the text

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<sup>12</sup> TNA S.P. 16/229 no. 80;

<sup>13</sup> 8 June, 18 June, 11 July.

<sup>14</sup> 5-6 August.

<sup>15</sup> 8-9 August.

## The Journal of the Marigold, 1654

The 18<sup>th</sup> day of february C53<sup>16</sup> wee set saile from Depthford in the States ship the Marigold & by my Instructiones was ordered to saile to porchmouth & cominge thether I receved an order from Generall Black<sup>17</sup> to saile to yarmouth and when I came to yarmouth I receved anothor order from Major Burton<sup>18</sup> to goe a Convoy for the Iseland fishers & to send a Journall of our *proseedings* to your Honors which I have hear done:

the 18<sup>th</sup> day of febreuary beinge Saturday wee set saile from Depthford havinge the wind at S°W° a fair Gall<sup>19</sup> & in the afternoone wee came to and Ancor in Galliante & there wee lay tell the 11th of March havinge the wind all that time at S°S°E° and E°N°E° & in part of this time wee gott in our Goones & other stoars then waitinge for an opertunety to set saile:

March the 11<sup>th</sup> C53

11<sup>th</sup> day of March beinge saturday in the morninge wee set saile from Galliante & by my Instructiones to saile in to the hope & there rid the Andrew<sup>20</sup> *with* other of the States shipes that were designed for Porchmouth & I was lickwise to saile in Company *with* them to porchmouth so in the afternoone wee came to an Ancor near rainam havinge the wind at W°S°W° little wind:

12<sup>th</sup> day beinge the Lords day in the morninge wee weied ancor from of rainame havinge the wind at W°S°W° a fair Gall & about 7 a Clock at night wee got downe into Tilbery hope & there wee came to an Ancor again:

13<sup>th</sup> day beinge monday wee set saile againe out of Tilbery hope in company of the Andrew Bridgewater Marmeduck & the auld presedent<sup>21</sup> & a bout 5 a Clock in the after noone wee came to an Ancor of the Estermost end of the Noar in 8 fat: water havinge the wind at W° by S°

14<sup>th</sup> day beinge tusday wee ride still all that day it beinge Calme & that litle wind that was went rownd the Compas sometime at W°S°W° & so to the N°E *with* wet & thick ~ wether:

15<sup>th</sup> day beinge wednesday wee set saile again and got downe to the Esward of the oase Edge a bout 2 mile & the boye did bear S°W° of us & wee rid in 6 fath: water

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<sup>16</sup> 18 February 1654 by modern reckoning. In this period, the year was commonly calculated as beginning on 25 March.

<sup>17</sup> Admiral Robert Blake, commander of the Channel fleet during the First Dutch War.

<sup>18</sup> Major William Burton, Alderman of Yarmouth: G. E. Aylmer, 'Burton, William (c.1608-1673), merchant and naval administrator', *Oxford Dictionary of National Biography* (OUP, 2004);

<sup>19</sup> A 'fair gale' is a gale favourable to the ship's course.

<sup>20</sup> *St Andrew*, 42-gun ship: Colledge, *Ships of the Royal Navy*, Vol. I, p. 480.

<sup>21</sup> *Bridgewater*, 58-gun ship; *Marmaduke* (formerly *Revenge*), 42-gun ship; *President / Old President*, 26-gun ship: Colledge, *Ships of the Royal Navy*, Vol. I, pp. 89, 434, 462.

March ~ 16<sup>th</sup> – C54

16<sup>th</sup> day beinge thursday wee set saile againe having the wind at N°E° so wee torned downe tel wee were within a mile & a ½ of the boy of the middle grownd & then wee came to an Ancor in 8 fath: water in goode grownd:

17<sup>th</sup> day being friday in the morninge wee set saile againe havinge the wind at N°E a fresh gall<sup>22</sup> & when the tide was spent wee came to an Ancor near the Esmost Ende of the ~// ~// middle Grownd in 5 fath: & a ½ water in very goode grownd:

18<sup>th</sup> day being saterday in the morninge wee set saile again havinge the winde at E°NE° & a bout 2 a Clock in the after noone wee came to an Ancor of the Gonfleet in 7 fath: water the tide beinge spent & this day ther came a fleet of laden Colliars from newcastel: wee prest some men out of them

19<sup>th</sup> day beinge the Lords day about 8 of the clock in the morninge wee set sail again with the wind at N°E & about 4 a Clock in the afternoone wee came to an Ancor of Harwich in a 11 fatham water goode grownd^ it beinge Calme:

20<sup>th</sup> day beinge monday in the morninge wee set saile againe having the wind at NN°W° a fresh gall & a bout 12 a clock wee came to an Ancor in the downes in 9 fath: & a bout 5 a clock wee waied Ancor again fourth of the downes and at 8 a Clock at night havinge but little wind wee came to an Ancor in dover roode in 16 fatham water:

21<sup>th</sup> day being tuesday about 5 a clock in the morning wee set saile againe ~// havinge the wind at W° and about a 11 of the clock wee came to an Ancor of ~// Fowlstone and a bout 4 a clock in the afternoone wee set saile again having the wind at W°S°W° a fresh Gall & a bout 10 a clock at night wee came to an Ancor of Dunion Ness in 21 fatham water & the light house did beare N° & by W° a bout 4 mile of havinge a fresh Gall tell morning at W°S°W°

22<sup>th</sup> day being wednesday a bout 3 a clock in the morninge the wind came up at N°W° & blew so hard that wee could not way our ancor tel 10 a clock & then wee set: saile againe havinge the wind at N°N°W° a fresh Gall & about 10 a Clock at night wee came to an Ancor againe between faire Lee & beche then having the wind at W° wee anchored in 30 fath:

23<sup>d</sup> day being thursday wee had so much wind at N°W° & by W° that wee could ~ not way our Ancor but were constrained for to ride fast all that day ~// ~//

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<sup>22</sup> A brisk or stiff gale.

## March 24 C53

24<sup>th</sup> day beinge friday about 6 a clock in the morninge wee waied our Ancor againe havinge the wind at N<sup>o</sup>W<sup>o</sup> & by N<sup>o</sup> a fresh Gall & at noone wee were a brest of ~// ~// Beche & the wind vered to the W<sup>o</sup>S<sup>o</sup>W<sup>o</sup> & blew very fresh this day wee saw 2 Dunkerk men of warr & wee shott towards them so thay lowared there main topsaile & stood away & wee still toringe tel 8 a Clock at night & then came to an Ancor S<sup>o</sup>W<sup>o</sup> of Beche in 30 fath:

## March the 25 C1654

25<sup>th</sup> day beinge saterday about 2 a clock in the morninge wee set saile againe havinge the wind at W<sup>o</sup>S<sup>o</sup>W<sup>o</sup> a fresh Gall & at 7 a clock at nigh wee came to an Ancor: S<sup>o</sup> from Arndell a bout 2 leges of in 30 fath: water:

26<sup>th</sup> day beinge the Lords day wee weied ancor from of Arndell having the wind at S<sup>o</sup>W<sup>o</sup> a fair gall & in the after noone wee came to an Ancor in St Tellins rood with all that came out of Tilbery hope wee anchored in 17 fath good grownd & there rid the fleet the Swiftsewr being Ambrall wherin was Generall Black<sup>23</sup> and - there wee rid tel I had further order *which* was not tel the 21<sup>th</sup> day of Aprill folloinge

April the 21<sup>th</sup> C54

21<sup>th</sup> day beinge friday this morninge I receved an order from General Black he then beinge a bord of the Soveraine:<sup>24</sup> & by my order I was to way Ancor fourthwith & to set saile for yarmouth roodes & there to receive Instructiones from major Burton to goe a Convoy for Iceland Fishers & a bout 5 of the clock in the morninge wee weied our Ancor & set saile out of St Tellins roode vice Admrall Lawson<sup>25</sup> lickwise set saile *with* his squadern & wee had the wind at S<sup>o</sup>W<sup>o</sup> by S<sup>o</sup> a fair Gall & a bout noone we wethered the nowers & about 9 a Clock at night it did lighten & thunder & raine very much tel one a clock in the morninge ~:

22<sup>th</sup> day beinge saterday in the morninge wee were a brest of Pemsey a bout 4 leges of havinge the wind at W<sup>o</sup> by N<sup>o</sup> & about 8 a Clock at night the Nth forland did bear N<sup>o</sup>W<sup>o</sup> & by N<sup>o</sup> about 6 leges of

23<sup>d</sup> day being the Lords day at 4 a clock in the morninge the N<sup>o</sup> forland did bere S<sup>o</sup>W<sup>o</sup> & by S<sup>o</sup> 6 leges of & at 10 a clock in the fore noone wee saw Barsley Cliftes & thay did bear N<sup>o</sup>W<sup>o</sup> by N<sup>o</sup> & wee had the wind at E<sup>o</sup> by S<sup>o</sup> & wee sownded & had 16 fath: & the course wee stered from Alford is N<sup>o</sup>N<sup>o</sup>E<sup>o</sup> & N<sup>o</sup> by E<sup>o</sup>st tell wee brought yarmouth Church N<sup>o</sup>N<sup>o</sup>W<sup>o</sup> of us & when our ship was mored then Caster poynt did bear N<sup>o</sup> & by W<sup>o</sup> of us & yarmouth Church did bear N<sup>o</sup>W<sup>o</sup>-N<sup>o</sup>thly & the auld Church at Golston did beare W<sup>o</sup> ½ a poynt N<sup>o</sup>ly and the W<sup>o</sup>most wood & the pear were both in one & thay did beare S<sup>o</sup>W<sup>o</sup> by W<sup>o</sup> of us & lastafe poynt did beare S<sup>o</sup>E by Est of us & wee anchored in 7 fath: & hear I was apoynetd to stay tel our Convoyes were redey *which* was tel the 16th day of May folloinge

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<sup>23</sup> *Swiftsure*, rebuilt in 1653 as 898 tons burden: Colledge, *Ships of the Royal Navy*, Vol. I, p. 540.

<sup>24</sup> *Sovereign*, 100-gun ship: Colledge, *Ships of the Royal Navy*, Vol. I, p. 516.

<sup>25</sup> John Lawson, commander of the North Sea Fleet, responsible for blockading the Dutch coast during the first Dutch war.

May the 16<sup>th</sup> C54

16<sup>th</sup> day of May beinge tuesday in the morninge wee set saile out of yarmouth roodes *with*: our Convoyes beinge bownd for Iceland havinge the wind at N<sup>o</sup>E by E<sup>o</sup>st & at noone wee came to an Ancor abrest of the great light house to the S<sup>o</sup>ward of winterton Ness the tide beinge done wee anchored in 7 fat & the wind beinge at N<sup>o</sup>N<sup>o</sup>Est & at 7 a Clock at night wee waied & set saile againe havinge the wind at N<sup>o</sup>E by N<sup>o</sup> wee torned through the narrow & had sownding 17 foote & there wee see *master* Paine of Ipsig: his ship that had bin caste away hur name was the Triall shee was laden & came from newcastle shee was cast a way upon the very poynt of the ness shee had some of hur sailes standinge but wee see noe body in hur but many people one the shore takinge up of such thinges as drove from hur:

17<sup>th</sup> day beinge wednesday at 9 a clock in the morninge wee came to an Ancor of Blakne in 7 ~/  
fath: & a ½ water good grownd & Blakne Church did beare S<sup>o</sup> 4 mile of & Wells did bear S<sup>o</sup>W<sup>o</sup> & there we staid for our Convoyes as I was designed by my orders ~//  
but those convoyes that came from yarmouth *with* us kepte one there Course onely 2 that went with us & as soone as we came to an Ancor I sent our boate ashore *with* letters to the owners of those barks that were bound for Iceland Fishere this year ~//  
desiringe them to hasten fourth those vessells to god for I was to be ther Convoy

18<sup>th</sup> day beinge thursday in the morninge wee had the wind at E<sup>o</sup> and a bout 10 a clock the man that went to wells to carry leters to the Barks and to hasten the Barks out he retorned a bord againe & brought word that thay wold come forth the next tide the *which* thay did but before thay came out the wind vered to the E by S<sup>o</sup> then wee waied & stood to sea & wee stered away N<sup>o</sup>N<sup>o</sup>E tell we were cleere of the sandes & then we braced up our sailes & staid for our Convyes which were 19 in number:

19<sup>th</sup> day beinge friday about 4 a Clock in the morninge wee met *with* vice admrall Lauson .. & his Squadren thay came from the N<sup>o</sup>ward there was 12 saile of them thay were bound to the S<sup>o</sup>ward & wee spake *with* 2 of them vidz the Kentish Friget & the Dimont<sup>26</sup> wee spak with them of the sporne<sup>27</sup> & thay tould us that thay had seen 24 holland shipes some of them wer bownd for Green Land & some of them were men of warr this squadren came out of porchmoth when wee came out & had bin to the N<sup>o</sup>ward tell wee staid at yarmouth staing for our Convoyes^ & at 4 a Clock in the after noone flamborow head bore N<sup>o</sup>W<sup>o</sup> of us & wee stered away N<sup>o</sup>N<sup>o</sup>W<sup>o</sup>

20<sup>th</sup> day beinge saterday in the morninge wee had the wind at E<sup>o</sup> by N<sup>o</sup> litle wind a great fogg & wee stered away N<sup>o</sup>N<sup>o</sup>W<sup>o</sup> because wee durst not sease the land to come to tilmouth barr wher I was assigned by my Instrucones to call for the rest of our Convoyes but 5 that came from wells with us kept one there Courses & wold not stay but the reste went in to the river to take in salt & at 7 a Clock at night wee came to an Anchor in Tilmouth roode in 13 fath: havinge the wind S<sup>o</sup>E<sup>o</sup> faire wether & the N<sup>o</sup> land did beare of us N<sup>o</sup>N<sup>o</sup>W<sup>o</sup> ½ Wly & Tilmoth Castle W<sup>o</sup> by N<sup>o</sup> & the light house did bear W<sup>o</sup> by S<sup>o</sup> & the S<sup>o</sup>th land S<sup>o</sup>S<sup>o</sup>W<sup>o</sup> of us wee fownd the Mary prise<sup>28</sup> there but shee set sailes very early in the morninge & accordinge to my orders from Major Burton I sent letters to barweck & holly Island to hasten those away that wer put in by the Enemye for I was to come to them & to be ther Convoy to Iceland^ & this day wee prest some men

<sup>26</sup> *Kentish*, 46-gun ship; *Diamond*, 50-gun ship: Colledge, *Ships of the Royal Navy*, Vol. I, pp. 163, 299.

<sup>27</sup> Possibly a reference to Spurn Head, Yorkshire.

<sup>28</sup> *Mary Prize*, 36-gun ship: Colledge, *Ships of the Royal Navy*, Vol. I, p. 349.



May 21 – C54

21<sup>th</sup> day beinge the Lords day wee had the wind at E by S° a fresh Gall & wee prest some men out of light Colliers that were bound into Tilmoth haven:

22<sup>th</sup> day beinge monday the wind was *variable* at S°E° & S°S°E° *with*: Gustes & raine & in the morninge wee saw the Gainsbrowgh saile by to the N°ward & in the after noone the wamoth Pink came in to Tilmoth rood<sup>29</sup> this day wee fetcht a boates lodinge of water & our Convoyes sent one word that thay wold - come out in the morninge if that the wind stood^ now there was 5 saile of Sowle men ther & I sent our pilot to them to desire them to hasten out *with* the rest of our Convoyes but thay slight the pilot & towld him he might goe for the way was open for thay had driven noe stakes in the way to hinder him more over it was reported that thay had noe mony to by salte<sup>30</sup> & as it seemed ther bills wold not be exepted so I having receved there answer fitted to saile *with* those that were willinge & redy to goe

23<sup>d</sup> day beinge tuesday about 8 a Clocke in the morninge wee *with* our Convoyes weid ~ Ancor from out of Tilmoth roode havinge the wind at S°E by S° much wind hazey & raine and at noone the Staples did bear W° of us and about 4 a Clock in the after noone St abes head by judgement did beare W°st of us some 8 leges of very thick & hazey wether:

24<sup>th</sup> day beinge wednesday wee were about 4 leges of Bofon Ness & it did bear S° of us the wind beinge variable from the S°E° to S°W° with much wind & after wee wer a brest of Bofon Ness wee stered away N°W° by N° tel 10 a Clock in the morning then Frishborough Castle did bear W°N°W° about 8 mile of and the N° poynt of the Frith did bear W° by S° about 3 leges of^ the Robert of Wells wher of Edmon Wean is *master* his bark could not saile so well as the rest of our Convoyes so wee tooke his Cable & towed him & the Course we made good this 24 howrs is N° ½ a poyt Wly 57 leges ~//

Isles of orcnas:

25<sup>th</sup> day beinge thursday at 4 a Clock in the morninge Catt Ness did bear W° by N° 4 leges of us & wee stood to the *Westwards* tel wee brought a high suger lofe hill that is one of the highlandes S°W° by S° ½ W°ly of us & there is a nother little hill to the W° ward of it & then wee stered to the W°ward of it allso & beinge to the W°ward of it wee steered away N°E° to the horshead *which* is distant about 9 leges & the horse head is a little Iland & makes lick a wedg & there is fowle grownd betwixt that & the great Iland & there is another little Iland to the E°ward of the horse head & there on standeth a house one the S°thermost End of it about 4 mile from the horse head goinge into Durst Sound or dears nest^ and at nooone wee had Durst Sownd open & the Course wee made good this 24 howrs is N°N°W°- ½ W°ly 24 leges havinge the wind *variable* from the S°W° to the S° by W° fair wether this Durst Sownd is a good harbor for all windes and wee steered away N° by W° & N°N°W° about 3 leges tel wee brought a Castle that is one the E sid to the N°E° of us and it is hard by the water side and from thence it lyeth N°W° through & the next poynt to the horse head is a steep poynt or Cliff not unlicke the N° forland and it is called Dears nest & when you stear away N°W° you shall see a Church bear N°W° of you called St Magnes Church steere over *with* it because of the tide but it lyeth N° N°W° through & ther is a sluse of a tide both ebb & flud & a bout 7 a Clock at night wee were Clear of St Magnes Sownd havinge the wind at S°W° a fair Gall:

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<sup>29</sup> *Gainsborough*, 40-gun ship; *Weymouth*, 14-gun ship: Colledge, *Ships of the Royal Navy*, Vol. I, pp. 226, 609.

<sup>30</sup> Since the fish were preserved in salt, with two pints being required for each fish, it was a vital commodity to those engaged in the Iceland fishery: John Collins, *Salt and Fishery* (London, 1682), 88.

May 26<sup>th</sup> C54

26<sup>th</sup> day beinge friday at noone wee were by judgement abowt 21 leges of Orcness & the Course wee made good this 24 howrs is 21 leges havinge the wind variable from the S°W° to the E°N°E° a fresh Gall and a bout 4 a Clock in the after noone wee tooke in our foresaile & lay a Trye<sup>31</sup> havinge the wind at N°N°E° much wind & wee Tried to the W°ward tel 10 a Clock at night & then we laid our shipes head to the Eward havinge the wind at N°W° very much wind still and at 8 a Clock in the morninge we set our fore saile againe:

27<sup>th</sup> day beinge Saturday the Course wee made good this 24 howrs is N°W° by N° 6 leges havinge the wind variable from the EN°E- to W° by S° indiferant wether little wind ~// ~//

28<sup>th</sup> day beinge the lords day at noone wee were by observation in the latt of 61 degr: and the Course wee made good this 24 howrs is N°W°-W°ly 20 leges havinge the wind variable from the W° & by S° to the S°W° by S° *with* some raine & Gustes and at noone the fair Ilandes did bear N°N°W° about 6 leges of and the little Iland that is called the Diamant did bear N & by W° of us:

29<sup>th</sup> day the S°W° end of Farrey did bear N°E and by E about 4 leges of & the Course wee made good this 24 howrs is W° by N° 19 leges havinge the wind variable from the S°W° & by S° to the N°E much wind & raine bad wether in May ~//

30<sup>th</sup> day beinge tusday wee had the wind variabl from the N°W°- to the N°E and the Course wee made good this 24 howrs is N°W° by W°- ½ W°ly & about 8 leges havinge much wind raine & Gustye so that wee were constrained to Try *with* our main Course ~//

31<sup>th</sup> daye beinge wednesday at noone wee were by observation in the latt of 62 degr and 30 minets & the Course wee made good this 24 howrs is NW° by N° 22 leges havinge the wind variable from the W° by N° to the S° a fresh Gall:

June the 1<sup>th</sup> – C54

1<sup>th</sup> – day being thursday at 4 a Clock in the morninge wee saw Iceland & wee fell *with* the W° horne and at noone Ingey did bear NW° about 5 leges of wee havinge the wind variab: from the EN°E to the N°E° a fresh Gall this day wee left our Convoyes thay steringe for the Est part & wee for the W° part to see & spake with the rest of the fishery that were in Iceland before wee came *which* were those that were put into Newcastle & Barwick by the Enemye & a bout 2 a clock we lay becalmed then we hoysted out our pines & ketcht a bout a scoar of fish & at 4 a clock the wind came up at EN°E & wee steered away W° by S° for the Merchants fore Land *which* is distante about 15 leges all the land covered *with* snow

2<sup>d</sup> day beinge friday the Course wee made good this 24 howrs is W°S°W°-S°ly 8 leges havinge the wind *variable* from the EN°E° to the S°W° & at noone Ingey did beare N° of us Calme part of the time

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<sup>31</sup> Trysail: a small sail usually set in place of the mizzen topsail to allow a ship to lie-to or 'try' in a gale. Trying was slightly different from lying-to, in that it involved an attempt to keep the ship in the trough of the waves during a storm. It therefore involved slightly more forward motion than lying to.

June 3<sup>d</sup> – C54

3<sup>d</sup> day beinge saterday the Course wee made good this 24 howrs is W°N°W° 2 degr N°ly 10 leges havinge the wind S° & S°W° & by W° a fresh Gall & at noone the marchants forland did bear W° of us 6 leges of then wer wee in Portland bay 2 leges from the shoar & wee had great currant that set against us that did set us away to the E°ward this land in portland bay is lowe land & it makes in hummocks & there is a great fresh<sup>32</sup> comes down the mountaines when the snow meltes and runs into the sea -:

4<sup>th</sup> day beinge the Lords day the Course wee made good this 24 howrs is W°N°W° 3 deg: W°ly havinge the wind variable from the S°W° by W° to the E°S°E° much wind raine very thick wether & at 8 a Clock in the morning the westernmost part of the W° Mony Ilandes did bear of us N°E° by N° 2 leges and wee stered away N°W° by N° & sometimes N°W° for the Rooke:

5<sup>th</sup> day beinge monday the Course wee made good this 24 howrs is N°N°W° 7 leges having the: wind variable from the E°S°E° to the N°W° fair wether & at noone the Estmost part of the Gant Ilandes did beare N°N°E° about 2 leges of & the W°esternmost maketh lick a ship & there is a ledge of rockes for wee did see them break & there is 2 Ilandes more to the wesward of them 2 *which* make 4 in all that wee did see & the S° most of them 2 wmosts high & steepe but the Emost is low & Smoth land^ & Snow hill did beare N° by W°N°ly & N° by W° due from the small Iland that maketh like a lick a saile but when you are in the midst of the Channel betwixt the Rooke & the Estr Iland then Snow hill poynt will bear N°N°W° of & the distance betwixt the Rooke & the Estmost Iland is about 7 mile & the Rooke & the E°stmost Island EN°E-½Ely & W°SW°-W°ly one of another & so doeth the wemost Iland of the rook *within* ½ a poynt and wee had a rashe of a tide it did set away N°N°W° alongst the shoar & wee were through by 6 a clock at night fair wether & at 8 a Clock wee heaved the lead & had 60 fath: small black sand then wee were about a lege of the Emost Island and the Gant Ilands did bear S° by W°-W°ly & at 9 a Clock at night the wind came up at W°N°W° little wind & very fair wether

6<sup>th</sup> day beinge tuesday at noone the Course wee made good this 24 howrs is N° 21 leges havinge the winde variable from the W°N°W° to the S°S°W° a fresh gall & at noone Snow hill foote did bear N° of us about 5 leges of & at 4 a clock in the after noone we were abreast of S°now hill foote about a mile & ½ of and wee had very thick wether & the wind at S°S°E *with* raine & fogey & at 6 a Clock in the Evening wee saw a small Flemish vessel that did belonge to Rotterdam the *masters* name of hur was Mume as divers in our ship that know him for he yoused to trade ther he lowred his maintopsaile to us & stood a way where up wee fired a gone then he answred me againe *with* a nother but wold by no meanes speake *with* us so I fired another gonne fair by him thinking that he wold have spoken with us but he hoysted up his sailes higher & cut away his boate fearinge that he should have receved harme by us so when I saw that he was so fearfull & not willinge to speake *with* us we stood a way our Course *which* was N° by W° for fair forland^ this Fleming did speak *with* some of our Convoyes but by noe meanes wold spake *with* us:

7<sup>th</sup> day beinge wednesday at noone the Course wee made good this 24 howrs is N°N°E° 25 leges havinge the wind at S° for the moste part of the time and at 4 a Clock the fair forland did bear S°E by S° of us about a lege of & at 11 a clock in the fore noone the next morninge we spake *with* master Allen<sup>33</sup> of ~// yarmouth^ then Derifar did bear E by S° about 5 leges of & at 12 a Clock at night wee came to an Anchor fair by Derifar in 24 fath: oase grownd<sup>34</sup> & faire by the S° poynt wee sownded and had 15 fath: & as wee stood into the E°ward wee had 25 fath: sand and then the wind came to the S°E° which blowes right out of the harbor

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<sup>32</sup> A flood of fresh water flowing into the sea.

<sup>33</sup> Nicholas Allin. He was apparently a respected figure in the fishery being mentioned several times in the journal. He was also the author of a letter of 12 April which was forwarded to the Admiralty Commission: *Cal. S.P. Dom.*, 1654, p. 111.

<sup>34</sup> Oozy or muddy ground.

June the 8<sup>th</sup> C54

8<sup>th</sup> day beinge thursday a bout a 11 a clock wee spak *with master Allen* & then wee weid .. our Ancor havinge the wind at N°W° & wee went into the harbor of Derifar & the inlett ~// lieth N°W° & S°E° & the Caurse of our goinge in was to water and ballest our ship for indeed shee was very light for it was such fowle wether at yarmouth roodes that wee Could not ballest our ship there^ and when wee came into this harbour the Contry peopel weare very fearfull of us & durst not come aborde of us for thay had warninge to the contrary from ther Justices of the Contry and thay much inquired whether his highness the lord protector or the Lord Fairfax is the greatest authority and are very inquisitive to know whear Charles Stewart is or whether he be in denmark or noe & those that came aboard of our ship tould me that there was 2 holland shipes about the land that had bin cooping<sup>35</sup> ~// *with* the Contry peopel before the shipe came that usually comes to receve Costom for the kinge of Denmarke every year but as yet there was none come for that purpose for it was very fowle weather & much Isse upon the Coast & lickwise all the land covered *with* snowe so that there was some of our men that had bin there 20 times never did see the lick before at this time of the year^ more over the Contry people towld me that thay greatly feared that the kinge of Denmarkes Counsell wold rise especially if in Case that thay should have war *with* the English Nation & for as much as I could gather from them that thay doe esteeme very much of our Nation & will not hear of any war with us to *which* I answred that there was a peace Concluded betwixt the English Nation & the Duch & likewise *with* the kinge of Denmark *which* did mightly rejoyse them and yet thay were very Doubtfull of us tel that they hear out of Denmark by the Kinges ship that comes yearly to receive the kinges Costom every year & wold hardly let us have anythinge for our monis for refreshing

9<sup>th</sup> day beinge friday wee ridinge in Derifar wee got aborde of us good Store of Ballest & fitted our ship for the takinge in of water^ this harbour is a very good harbour and it lieth S°E and NW° into it and you may roone in as far as it is convenient & ride land lockt for all windes & when you are as far in as a hill that is called puddinge hill then you may loffe up^ & water riseth about 8 foot in the harbour

10<sup>th</sup> day beinge Saturday wee got all our water a bord by 12 a Clock at night and all things fitted in our ship redye to set Saile onely the wind was Contrary ~// ~//

11<sup>th</sup> day beinge the Lords day wee kept accordinge to our duty & about 10 a Clock at night ~ the wind came up at SE° a fresh gall then wee got up our ancors & set saile to goe to our Convoys.

12<sup>th</sup> day beinge monday wee havinge got to sea the wind came up at N°E by N° & it did increase to a mighty storme so that wee could not hould it up for our Course was to lye E by N° ~// ~// beinge bound for the ragge to our convoyes as we soppoed to be ther but were constrained to put into harbor again as the pilot & *master* held it most fitinge & so wee put into Derefear again

13<sup>th</sup> day beinge tuesday wee weied ancor out of Derifar the violent Storme beinge done we torted it out havinge the winde at N° by W°- & so wee plyed<sup>36</sup> it out to the Esward but in the afternoone ~ the wind vered to the E and E by S° yet beinge fair wether wee still kept plying it up hoping for a better wind but wee gained very little:

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<sup>35</sup> 'Coping': exchanging or bartering.

<sup>36</sup> 'Ply': to beat up against the wind.

June the – 14<sup>th</sup> C54

14<sup>th</sup> day beinge wednesday wee lay beca/med of Derifar & it did bear S°- of us 10 mile of & that breth of wind that was it was at N°E with some raine & wee heved the lead & had 30 fatha: fowle Ground:

15<sup>th</sup> day being thursday at noone wee were about 3 leges of the Sownd Isor & the Course wee made good this 24 howrs is E° - ½ N°ly 6 leges havinge the wind variable from the E°N°E° to the E° *with* raine & thick wether little wind & sometimes Calme & a bout 4 a Clock in the after noone the wind came up at W°S°W° a fair gall & at 8 a Clocke at night the ragg did bear E°S°E°- about 5 leges of us & the wind blewe fresh & wee did bear a good saile only to meet *with* our Convoyes & about 12 a Clock at night the ragg did bear S°S°E°st of us about a lege of & the harbors mouth was frozen & ther was a hole land of Isse that did reach to the N°W° by W° of us & it did drive upon us^ & the Est poynt of the ragg did bear S°E°st & by E°st of us & it pleased god that when wee came near the shoar the wind came up at S°W° by S° & then wee stood to the *Westward* having but littl wind so by provident we shuned the Isse other wise wee might have Indangered all ~//

16<sup>th</sup> day being friday at noone wolfe bay poynt did bear S°- of us about 2 mile of & the Course wee made good this 24 howrs is E°N°E° havinge the wind variable from the W°S°W° to the N°E a fair Gall but at night it came up more N°therly^ wee sownded & had 30 fath: water:

17<sup>th</sup> day beinge saterday Kettle Bay did bear S°E by S° about 3 leges & the Course wee made good this 24 howrs is ENE°-½ N°ly havinge the wind variabl upon most poyntes of the Compas & some time Calme & at 4 aclock in the after noon the body of Kettle bay did bear N° by E about 6 leges of & this day we spake with som of our Convoyes namly *master* Hodg & *master* Kendall of yarmouth & ther was another at an Anchor in Kettle Bay^ wee had very unceertain wether *with* raine & Gustes & a great Currant that did set us to the Estward so that wee gott very little to the W°stward this 24 howrs allthough we indevered by all meanes possible to get cleene of the Isse & when the Currant set to the W°stward it came so fast upon us that wee had much adoe to keepe Clear of it

18<sup>th</sup> day being the Lords day wee were by observation in the latt of 66 degrees 30 minets havinge the wind at S°W°- & fresh Gall and a great Currant that did set us a way to the Estward so that wee could not keep it up any longer & about 8 a Clock in morninge wee did bear up for the ragg againe and about 2 a Clock in the afternoone it did bear E°S°E° of us about 3 leges & there was a great land of Isse to leward of us wher wee went into the ragg and as wee stood into the Bay we kept our lead and had 15 fath: faire a bord the shoar one the W°st poynt black sand ~ and as wee Stood further into the bay wee had 35 fatham blacke sand to but wee Stood further into the Bay wher our Convoyes did rid and came to an Anchor in 15 fatham small black sand then the wester poynt did bear N°W° of us and the Ester: poynt did beare N°N°E° of us so tht wee rid open but 6 poyntes to the Sea ward^ our Convoyes thay did bear up the day before for thay could not hould it up any longer & havinge the wind at S°W° wee wer very fearfull that the Isse wold have com in upon us for it did rech from the main land to the W°ward as far as wee could see it^ and this day goinge into the ragg wee tooke up a small whale that had bin struck for shee had a harping Iron in hur and we beinge near the harbor wee towed it in and coopte<sup>37</sup> it a way to those pore Islanders that lives in that barron place for sheep for our men^ now theis pore creaturs no soner had it but they Cut it up & went & boyled it & eate it most savorly:<sup>38</sup> bad commons

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<sup>37</sup> 'Coped': to exchange or barter away.

<sup>38</sup> 'Savourly': with relish or enjoyment.

June the 19<sup>th</sup> C54

19<sup>th</sup> day beinge monday the wind at S°-S°W° much wind at sea & wee saw the land of Isse upon our deck not above 2 leges and a ½ of & the wind vered to the N°W° then we were very fearfull that the Isse wold have driven into the bay where we ridd so I sent up our Goner *with* some other of our men upon the hilles to discover how far the Isse did reach and when thay came aborde again thay tould me that thay could see noe End of it and lickwise it stretcht it selfe cloase abord the shoar this day wee gathered a boates lading of drift wood for we wanted it

20<sup>th</sup> day beinge tusday wee had the wind at S°W° & W°N°W° & so to the N°W° much wind in the offinge & because I wold informe my selfe the better and others whome it might Concearne I went *with* the pilot & some more of our ships company to the top of a very high mountain to see how far the Isse was of & how far it stretcht it selfe but I could desearne noe End of it and as our Goner said so it was for it stretcht it selfe close abord the shoar all alongst to the S°-Est of the Ragg & I spake *with* some of the Contry people & thay towld me that there was so much Isse to the Estward that there was noe passage for ship nor boote: this day we gathered 3 boats ladinge of drift wood that lay alongst the shoar and in the Eveninge the wind came to the W°N°W°- againe thick foggy & rain

21<sup>th</sup> day beinge wednesday wee had a great storme of wind about 2 aclock in the morning it beinge a very frett of wind<sup>39</sup> so that wee were Constrained to lower our yardes and tope mastes and vear out our best bower shot and let fall another ancor and our Convoyes Ancors came home so that they wer forsed to vear out ther Cables to the beter End & about 5 a Clock in the morninge the storme brak up so wee got up our yardes & topmastes

22<sup>th</sup> day beinge thursday wee set saile out of the ragg about 8 a Clock in the morninge ~// havinge the wind at E°S°E° a fine Gall & as wee stood of wee see the great land of Isse againe and it strecht it selfe from the EN°E to the N°W° very high it was about 2 leges of & then Kettle Bay did bear S° & by E°st of us & about 2 a Clock *master* Allen of yarmouth came abord of us & brought one of his men that was not well to our Chirurgion<sup>40</sup> to see if he could doe him any good^ So *master* Allen and I did discourse to gather about our goinge to the Esward & he said that there was noe hope for us to goe about to the Esward this year & lickwise to more of our Convoyes that were *with* us in at the ragg: namely *master* Kendall & *master* Hodg did goe up to the tope of a very high hill to discover if it wer possible to saile to the Estward or noe but when thay came down thay tould me there was noe hope to pass this year for the Isse:

23<sup>d</sup> day beinge friday a bout noone wee were a brest of the sownd Issor and it did bear S°East of us a bout 3 leges of and the Course wee made good this 24 howrs is S°W°st & by W° 4 leges havinge the wind variable from the E°st S°-Est to the: S°W° by W° little wind & wee Sownded and had 60 fatham Water fowle Grownd ~//

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<sup>39</sup> A gust or squall.

<sup>40</sup> Surgeon.

June – the 24<sup>th</sup> – C54

24<sup>th</sup> day beinge saterday at noon the Course wee made good this 24 howrs is S°W° by W° 5 leges having the wind variable from the W°S°W° to the S°Est & in the morninge wee spake *with master* Chamberlin of ~// yarmouth & at noone the W°st poynt of Issor did bear E°S°E of us a bout 10 mile & in the eveninge wee had much wind at N° Est & by N°- & wee stood in for the shoar *with* our low Sailes ~//

25<sup>th</sup> day beinge the Lords Day at noone the W°st poynt of the Sownd Issor did bear E° by S° of us about 4 leges of so that little way that wee did make this 24 howrs was a bout a lege W°S°W° having the wind variable from the N° to the EN°E- & at 4 a Clock in the after noone derefar did bear S°E°st of us a bout 10 mile of ~// ~//

26<sup>th</sup> day beinge monday at noone wee were a bout 4 leges of Derefar & it did bear S°E° by S° of us & about 3 a Clock in the after noone wee came to an Ancor in Norfare in 16 fatham black Sand & the W°st poynt did bear N°W° by N° of us & the Estrmost poynt did beare N° N° E°st of us & wee did ride a mile from the W°st shoar & there came in 2 of our Convoyes vidz *master* Lacey & *master* Genings one *master* in the Godspeed & the other in the Peter both of yarmouth now there was more that labored to come into that harbor but Could not fetch it for it was a great S°torme & thay could bear but little saile & so were Constrained to goe to leward^ this harbor lieth S°E & N°W° and you may ride land lockt for all windes & good Grownd to Ancor in ~//

27<sup>th</sup> day beint tusday wee mended our sailes & rigenge & got a botes lading of water aboard wee had very much wind at W°S°W°st all day

28<sup>th</sup> day beinge wednesday wee wee set saile out of northerfare *with* our Convoyes having the wind at S°E°st

29<sup>th</sup> day beinge thursday at noone wee were by observation in the latt of 65 degr & 54 minutes and the Course wee made good this 24 howrs is W° by N° 4 leges having the wind variable from the S°E° to the N°W° & at Noone Andefar did bear S°S°E°st 11 mile of littl wind & wee Sownded & had 40 fath: water ~// ~// ~//

30<sup>th</sup> day beinge friday at noone Andefar did beare S°E by S° 3 leges of & the Course wee made good this 24 howrs- is W° by N°½W°ly 7 miles havinge the wind variable from the N°W° to the S°W° & wee Spake *with master* Allen of yarmouth and he towld me that one of our Convoyes that had put into the ragg to wood was forsed to set his topmastes to get Cleare of the Isse for it was got as far as kettle Bay from the ragg

~// ~// ~// July the first C54 ~// ~// ~//

1<sup>th</sup> day beinge saterday wee wear about 8 mile of Lowsey bay & the Course wee mad good this 24 howrs is S°W° by S° 3 leges having the wind variable from the S°W° to the N°Est & about 3 of the Clock in the afternoone it blew so much wind that wee were Constrained to put into Lowsey Bay againe and at 5 a Clock at night wee came to an Anchor a gaine & the midle brese did bear S°W° by W°- wee Ancored about ½ a mile from the shoar in very good Grownd

## July the 2nd C54

2<sup>d</sup> day beinge the Lords Day wee rid still & in the afternoone there came in the Brimmer man<sup>41</sup>  
one of the Kinge of Denmarkes shipes & Stood into Pattrickfair *which* is a harbor near Lowsey bay

3<sup>d</sup> day beinge monday wee had the wind *variable* rownd the Compas *with* raine not *with* standinge  
I sent our pinnes & a *master* Mathew to Patrickfair to hear what I could gather from the Kinge  
of Denmarkes ship that came in the day before So when our boat came a borde them  
they showed themselves very Joyfull to see us & did much rejoyce because of the  
peace that was concluded as well for ther nation as *with* holland & with all dranke  
his exelences<sup>42</sup> health *with* all the rest of the good peoples of England & said his Exelence  
might be compared to that valient kinge of Sweeds:

4<sup>th</sup> day beinge tusday we were a breast of Lowsey Bay wee had the wind *variable*: rownd  
the Compas with much raine & thick wether wee sownded & had 20 fath:

5<sup>th</sup> day beinge wednesday wee were a bout 3 leges of Black Ness & it did bear S°E by S° of us  
& wee lay drivinge to & a gaine a bout our Convoyes & at noone we spake with *master*  
Barweek of yarmouth & hee towld me that he did meet *with* the great land ~  
of Isse to the Esward^ this 24 howrs wee had the wind *variable* rownd the Compas *with* much  
raine thick wether & foggy ~// ~// ~// ~//

6<sup>th</sup> day beinge thursday at noone wee were 10 mile of Andifer & it did bear E°st S°E° of us & the Course  
wee make good this 24 howrs is N°E by Est havinge the wind at S° & S°W° little wind & some time Calme ~//

7<sup>th</sup> day beinge friday at noone wee wer a bout 3 leges of Andefar and the W°st poynt of it  
did bear E°S°E°st of us & the Course wee made good this 24 howrs is S°W° by W° havinge the  
wind *variable* & *part* of the time calme^ this day wee buried on Thomas Tomson that did  
belonge to Nicholas Allins Barke of yarmouth this man beinge Sick was desirious  
to come a bord of us hopinge that our Chirurgion could have done him good but his  
time was come & he departed this life ~//

8<sup>th</sup> day beinge Saturday wee came to an Ancor of Lowsey bay in 15 fatham grose:  
sand<sup>43</sup> & it was so fogye that wee could not see two shipes length about us & at 2 a Clock  
it did Clear up & then wee wer a bout 2 mile of the Shoar & the E poynt did bear  
E°N°E° a bout 2 leges of havinge the wind *variable* from the N°E° to the S°W° & to the S° E°st  
& the Course wee made good this 24 howrs is S°E° by S° 3 leges & about 3 a Clock in the  
after noon wee weied our Ancor again and towed into Lowsey Baye havinge a Currant  
*with* us *which* did set away S°S°W° a soaking Stream & at 6 a Clock at night it grew:  
Callme and then wee came to an Ancor again in 17 fath: grosse Sand & at 4 a Clock in the morning  
wee waied anchor againe havinge a little breese at N°W° & after wee had Sailed about 3 mile:  
wee wear faine<sup>44</sup> to come to ancor again because of the Fogg: & Currant & little wind:

<sup>41</sup> Presumably the name of the Danish warship.

<sup>42</sup> The Lord Protector of England, Oliver Cromwell.

<sup>43</sup> Dense or thick sand.

<sup>44</sup> Obligated.



July the 9<sup>th</sup> C54

9<sup>th</sup> day beinge the Lords day at 8 a Clock in the morninge wee came to an Ancor in Lowsie Bay in 15 fath: osey grownd<sup>45</sup> & wee rid a bout 3 quarters of a mile from the shoar & the midle brest did bear W°-N°ly of us & black ness did bere W° by N°- of us and the N°land did bear NW°½Nly so that wee scerse rid 4 poyntes open & wee had the wind at N°W°

10<sup>th</sup> day beinge monday wee scraped our ship *with* out bord<sup>46</sup> & set up our shrouds having the wind at NW°

11<sup>th</sup> day beinge tusday it was calme & foggey all the morninge wee fetcht a botes lading of water wee had a little breath of wind at N°W°- this morninge there came aborde one Paul Johnson one of the Justices of peace of the Contry he did belonge to Andifer he is very solliad man & one that hath great respect in his contry and likewise he hath bin a traveler in Denmark & Holland & divers other places & he towld mee that if the wars had ~// continewd still thay should have desired to have bin protected by the English ~ nation rather then the Daines for thay say that thay have fownd more frendship from the English nation then from the Dainesh nation & he towld me that the Brimer man towld him that our natione was the Gloriest nation in all the world for that thay had conquered the Dutch whoe thought them selves to be conquerars of all the world & he said more over that thay in Iceland were very fearful that ther should have a power bin sent fourth of England to have plondred ther Contry but he thanked god far a peace & so he went his way ~// ~// ~// ~// ~// ~// ~// ~// ~// ~// ~// ~// ~// ~//

12<sup>th</sup> day beinge wednesday it was Calme & foggey not any wind sturring all the day ~//

13<sup>th</sup> day beinge thursday it was starke calm *with* foges so that we could not see our boyes ~//

14<sup>th</sup> day beinge friday wee set saile out of Lowsey Bay havinge a lettill breese at S°-E° but it dyed a way againe soe that wee wer forsed to towe *with* both our bootes tel 9 of the clock & then the wind came up at N°N°E° so we stretch it of to sea & at noone Blackness did bear S°& by W° a bout 2 mile of & there wee had the wind at N°E° a fresh gall & wee did bear a good saile because wee wold speake *with* our Convoyes & to see how thay did doe & about 6 a Clock at night wee spake with Richard Boon of yarmouth & I sent our boat a board of him to hear what good fishinge thay had & he sent me word that 4 Barks had made ther voyage & gon in to derifar the place of meetinge after thay had made ther voyage & so set saile from thence *with* ther Convoy & he said more over that thay that wanted most of ther fish did not want above 2000 and he did hope that he & all the rest of the Barks wold be redy toward the later end of this moneth so wee stood into shoar ~ & as wee stood in wee see 4 of our Convoyes more:

15<sup>th</sup> day beinge saturday wee were 2 leg: off the S° brest of Andifar & it did bear ES°E° & the Course wee made good this 24 howrs is N°E° 10 miles havinge the wind variable from the N°E° to the N° & about 7 a Clock at night wee came to an anchor in Derifar in 33 fath: good grownd & ther was 3 of our Convoyes namely *master* Kendall *master* Hodg and *master* Jeney thes had mad their voyage & came in ther it beinge the place of meetinge after ther voyage made & from thence *with* ther Convoy for England

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<sup>45</sup> Oozy or muddy ground.

<sup>46</sup> The ship's external woodwork was thoroughly cleaned with metal scrapers.

July 16<sup>th</sup> – C54

16<sup>th</sup> day beinge the Lords day wee rid still doinge thos duties thad did belonge unto us ~

17<sup>th</sup> day being Monday wee got som water & ballest aborde for wee wanted a littel ballest ~//

18<sup>th</sup> day beinge tusday *master* Chamberlin of Yarmouth came from northerfair he havinge made his voyage & he came abord and desired me to spare him a Carpenter the which I did and so he sailed a little above poddinge hill & then haled his Bark a shoar & trimed hur:

19<sup>th</sup> day beinge wednesday wee had the wind at S°E *with* raine & thick wether *master* Chamberlin came downe into the harbor havinge trimed his bark & stopt a lecke that was in hur

20<sup>th</sup> day being thursday *master* Boone of yarmouth came into derifar he having made his voyage & in the after noone Nicholas Allen of yarmouth came in he havinge made his voyag lickwise

21<sup>th</sup> day beinge friday a bout 4 a Clock in the morninge wee *with* all our Convoyes weied Ancor ~// out of Derifar but ther was one of our Convoyes namely *master* Lacey of yarmouth that was ridinge in Lowsey Bay wee had the wind at N°N°E° and at noone Black ness did bear S° & by W°- of us a bout 5 miles of & the Course wee made good this 8 howrs is S°W° by W° 5 or 6 leges and when wee came open of Lowsey Bay wee Edged in & fired a Goone & lay by the lee for the Barke that was ridinge there in the mean tyme 5 of our Convoyes that came out of Derefar *with* us made all saill thay could & roone away although the Barke made all hast as possible might be & a bout 2 a Clock in the afternoone wee filld & stood away our Course & at 6 a Clock at night the faire Forland did bear Est of us the wind then being at N° a fair Gall ~//

22<sup>th</sup> day beinge saturday at noone wee were about 4 leges of Snowhill & it did bear NNE° of us & the Course wee made good this 24 howrs is S°S°W° 4 degr W°ly 21 leges & a mile havinge the wind variable from the N°N°E° to the N°W° fair wether

23<sup>d</sup> day being the lords day the rooke did bear N°-½W°ly of us & the course wee made good this 24 howrs is S°-4 degr W°ly 21 leges havinge the wind variable from the N°W° to the W° fair wether & in the morninge wee saw a ship at an Ancor to the E°ward of the rooke & a bout 10 a Clock wee were between the rooke & the Gant Islands & the 2 W°most of the Gant Islands did bear W° & by S°- ½ S°therly one of a nother are distant from the Rook about 4 leges & the Etermost of them 2 Islands is a Smoth Island & the W°termost of is a steep rock & it did beare E & by N° of us a bout 2 leges of & the 2 Estermost of the Gant Ilandes doeth ~// bear W°N°W° & ES°E° one of another & it is fowle Grownd between them and the wstermost is the highest & the slenderest and when thay were both in one then the rook did bear E°N°E° and it is about 3 leges distance between the E°stmost Iland & the rooke ^ this day about 8 a Clock at night wee came up with one of the king of denmarkes men of Warr he saluted us with a Goon and I did thank him with another ~ and so we parted he standing in for the shoar & wee kept one our Course ~// ~//

July the 24<sup>th</sup> – C54

24<sup>th</sup> day beinge monday at noone the westermost of the W<sup>o</sup>st Mony Islandes did bear E<sup>o</sup> of us about 6 leges of & the Course wee made good this 24 howrs is S<sup>o</sup>S<sup>o</sup>E<sup>o</sup> 17 leges havinge the wind at N<sup>o</sup>W<sup>o</sup> fair wether little wind & at 8 a Clock at night W<sup>o</sup>mony Ilandes did bear N<sup>o</sup>N<sup>o</sup>E<sup>o</sup> of us about 5 leges of & wee had the wind at W<sup>o</sup> a small Gall and wee steered away S<sup>o</sup>E<sup>o</sup>st :

25<sup>th</sup> day beinge tusday at noone W<sup>o</sup>stmony Ilands did bear N<sup>o</sup>N<sup>o</sup>W<sup>o</sup> about 9 leges of and the Course wee made good this 24 howrs is S<sup>o</sup>E<sup>o</sup> by E<sup>o</sup> 9 leges havinge the wind variable from the W<sup>o</sup> to the S<sup>o</sup>W<sup>o</sup> little wind & part of the time Calme :

26<sup>th</sup> day beinge wednesday at noone the Marchants forland did bear N<sup>o</sup>N<sup>o</sup>E<sup>o</sup> of us about 8 leges of & the Course wee made good this 24 howrs is S<sup>o</sup>S<sup>o</sup>E<sup>o</sup> 10 leges havinge the wind variable from the S<sup>o</sup>W<sup>o</sup> to the S<sup>o</sup> little wind all the time:

from the 26<sup>th</sup> to the 27<sup>th</sup> beinge thursday the Course wee made good this 24 howrs is S<sup>o</sup> and by Est: 7 leges havinge the wind variable from the S<sup>o</sup> and so to the E<sup>o</sup>S<sup>o</sup>E<sup>o</sup> with som raine & at noone the Marchants Forland did bear N<sup>o</sup> 4 degr: Ely 15 leges of and wee wear by Judgment in the latt of 62 degr & 20 minetes:

28<sup>th</sup> day beinge friday at noone wee were by Judgment in the lat of 62 degr & 7 minets & the Course wee made good this 24 howrs is S<sup>o</sup>E<sup>o</sup> by S<sup>o</sup> 5 leges havinge the wind ~// variable from the S<sup>o</sup>E<sup>o</sup> to the S<sup>o</sup>W<sup>o</sup>- & by S<sup>o</sup> fowl wether much wind & raine & fogge wee lay a try from 3 a Clock in the morninge tell 8 of the Clocke *with* much ~// wind & a grown sea & at 8 a Clock wee tackt & stood to the Eswad havinge the wind at S<sup>o</sup> & by W<sup>o</sup> and S<sup>o</sup>S<sup>o</sup>W<sup>o</sup>:

29<sup>th</sup> day beinge saterday wee were by observation in the lat of 63 degr & 30 *minutes* havinge the wind at S<sup>o</sup> & by W<sup>o</sup> & S<sup>o</sup> by E<sup>o</sup> a great se but little wind & the Course wee made good this 24 howrs is N<sup>o</sup>E<sup>o</sup> by N<sup>o</sup> 20 leges:

30<sup>th</sup> day beinge the Lords day at noone wee wer by observatione in the latt of 63 degr and 15 minets & the Course wee made good this 24 howrs is 8 degr E<sup>o</sup>ly-16 leges havinge the wind at S<sup>o</sup>- & S<sup>o</sup>S<sup>o</sup>E<sup>o</sup> very fogge so that wee could not see the land wee beinge then A brest of the E Horne it bearing N<sup>o</sup>W<sup>o</sup>- of us about 10 leges of:

31<sup>th</sup> day beinge monday at noone wee wer by Judgment in the latt of 62 degr & 22 minets & the Course wee made good this 24 howrs is S<sup>o</sup>E<sup>o</sup> by E<sup>o</sup> 25 leges havinge the wind variable from the S<sup>o</sup>E to the S<sup>o</sup>W<sup>o</sup>- & by W<sup>o</sup> with some rain

## August the first C54

1<sup>th</sup> day beinge tusday att noone wee were in the latt of 62 degr & 40 minetes & the Course wee made good this 24 howrs is E<sup>o</sup>S<sup>o</sup>E<sup>o</sup>-E<sup>o</sup>ly 13 leges havinge the wind variable from the S<sup>o</sup>W<sup>o</sup> & the N<sup>o</sup>W<sup>o</sup> with some rain ~// ~// ~// ~// ~// ~// ~// ~// ~// ~// ~// ~// ~// ~// ~// ~//

## August the 2d – C54

2<sup>d</sup> day beinge wednesday at noone wee were by judgment in the latt of 62 degr & 15 min: and the Course wee made good this 24 howrs is S°- 4 degr W°ly 8 leges 1 mile havinge the wind variable from the N°W° to the S°-E° by S° this day we saw the sone in the Eclips

3<sup>d</sup> day beinge thursday at noon wee were by judgment in the latt of 62 d and 44 min: & the Course wee made good this 24 howrs is N°E° ½ E°ly 17 leges havinge the wind variable from the S° by E to the W° by N° with much wind and raine & bad wether wee lay a try from 12 a Clock at noone till two a Clock at night wee saw Farre about 6 leges of and wee heaved the lead and had 74 fath whit sand and some small shells:

4<sup>th</sup> day beinge friday at noone wee were by observation in the latt of 62 degr & 5 minets & the Course wee made good this 24 howrs is S° by E° – 26 leges haivnge the wind variabl from the W°N°W° to the S°W° with some raine *with* thick & hazey wether:

5<sup>th</sup> day beinge saturday at noone wee were a bout 4 leges to the N°ward of Meckness & the Course wee made good this 24 howrs E°-S°ly 10 leges havinge the wind at S° & by E and wee stood away to the Eward thinkinge to have gon through St Thomas Sownd but it fell ~// Callme with rain & thick wether & wee sownded & had 60 fath fowle Grownd:

6<sup>th</sup> day being the Lords day at noon we were in sight of the S°W° head of Farre & at 4 a Clock at night it did bear N°E° of us about 5 leges of & the Course wee made good this 24 howrs is S° 19 leges havinge the wind variable from the S° by E°- to the N° by W° thick wether & rain & we steared away S°E° for Orcney this day wee had a stronge Currant set against us to the N°W° so that wee could scarse gett a head:

7<sup>th</sup> day beinge monday at noone wee were by judgment in the lat of 59 degr & 50 min: & the Course wee made good this 24 howrs is S°E° by E° 35 leges havinge the wind variable from the N°W° by N° to the N°W° by W°

8<sup>th</sup> day beinge tuesday at noon wee wer about 4 leges of the Sownd Bursey and it did bear S° by W° of us & the Course wee made good this 24 howrs is S°E° 19 leges havinge the wind var: from the N°W° by W° to the S°E°- & at 12 a Clock at night wee heaved the lead & had 35 fath: whitt shelley Ground

9<sup>th</sup> day beinge wednesday at noon wee were about 4 leges to the S°ward of the Start poynt & it did bear NW° of us & the Course wee made good this 24 howrs is S°E° by E°-E°ly a 11 leges havinge the wind vari: from the S°E° to the W°N°W°- & W°S°W° and wee did what wee could to goe through St Magnes but the wind wold not favor us & wee stood of by a wind havinge much wind at W°S°W°- *with* raine & fowle wether & at 12 a Clocke at night wee bore up and came about the Start & at 8 a Clock in the morning the Start did bear W°- of us a mile & ½ of & at noone wee spake *with master* Todd of Wells he came from the Estward & he tould me that all the Barkes wer well to the Eward & that thay had made ther voyage & were redy to com home & he tould me that there was very much Isse to the Eward^ this morning at 6 a Clock we saw a ship but shee stood to the W°stward by a wind so wee could not speake *with* hur: & *master* Tod tould mee that thay would hasten away from the Estward for thay did not expect our cominge because of the Isse & our randevoe was to be at orcness but wee could not gaine it by reason of the fowle wether

August the 10<sup>th</sup> – C54

10<sup>th</sup> day beinge thursday at noone wee wer by judgment a bout 9 leges short of Buffon  
Ness & the Course wee made good this 24 howrs is S°-W°ly havinge the wind var: from the N°W° by W° to the  
W° & S° fair wether

11<sup>th</sup> day beinge friday at noon wee wer a bout 2 leges of Frisbrough & it did bear S° by  
E° of us and the Course wee made good this 24 howrs is S° by W° 8 leges havinge the wind variable  
from the W° by S° to the S° by E° & sometime S°E° with rain & about 11 a Clock wee spake *with*  
the Briar<sup>47</sup> one of the States Frigets shee was bound for Inner Ness

12<sup>th</sup> day beinge saturday at noon wee wer a bout 4 leges of Peterhead & it did bear S°W° by S°  
½ W°ly & the Course wee made good this 24 howrs is E° by S° 8 leges ½ havinge the wind at S°E° much  
wind *with* rain & fogey wee saw a ship but wee spake not with hur:

13<sup>th</sup> day beinge the Lords day at noone Peterhead did bear N°W° ½ Wly of us about 3 leges & ½ of  
us & the Course wee made good this 24 howrs is S° by W° 5 leges havinge the wind at S°E° much wind & raine  
wee tryed from noon tel 5 a Clock in the eveninge & then wee tackt & stood to the W°wards

from the 13<sup>th</sup>- to the 14<sup>th</sup> day beinge monday wee tryed & our way was E°st havinge a great:  
Storme of wind & raine with the wind variable from the S°E° to the W°-S°W° wee tryed 10 leges  
*which* was from 12 a Clock at night tell 12 a Clock at noon & at 5 a Clock at night wee tackte  
& stood to the W°ward havinge the wind at S°W° by S° – very much wind & all the way wee made of  
is E°-16-leges in all:

from the 14<sup>th</sup>- to the 15<sup>th</sup> at noon beinge tuesday the Coruse wee made good this 16 howrs is W°N  
W°-10 leges havinge the wind variable from the S°W°- to the S° by W° & by judgment Boffon Ness did bear W°N°W°  
a bout 10 leges of very much wind bad wether:

from 15<sup>th</sup> to the 16<sup>th</sup> beinge wednesday at noon the Course wee made good this 24 howrs W°  
by N° 7 leges havinge the wind variabl from the S° by W° to the S° by E° *with* much raine

from the 16<sup>th</sup>- to the 17<sup>th</sup> beinge thursday at noone wee were by observation in the latt of 56  
deg & 20 minets & the Course wee made good this 24 howrs is S°- 27 leges havinge the wind variable  
from the S°E°- to the N°W° fair wether

18<sup>th</sup> day being friday at noone wee were a bout 8 legues of the Teaz and it did beare  
S°W° by W° of us and the Course wee made good this 24 howrs is S° by E°st 28 legues havinge  
the wind variable from the N°W°- to the W°

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<sup>47</sup> *Briar*, 16-gun ship: Colledge, *Ships of the Royal Navy*, Vol. I, p. 89.

August the 19<sup>th</sup> – C54

19<sup>th</sup> day beinge Saturday wee wear about 7 miles of Cromar & it did bear S°W° by W° of us & the Course wee made good this 24 howrs is S° by E°st 26 leges<sup>48</sup> havinge the wind variable from the W°- to the N°N°E° a fresh Gall this day wee came into into ~// yarmouth roodes havinge all our Convoyes in before us only one *which* did not saile so well as the rest which barke wee towed tell wee came to Winterton Ness & then wee cast hur of because of goinge throw the Narrow – there ~/ wee towed 7 vessells between Winterton Ness & yarmouth roodes that were Cast a way the night before wee came into yarmouth roodes. now our provision is near expended *which* I am to ceartifie your Honors lickwis so that wee have not above 10 days provision remaineng

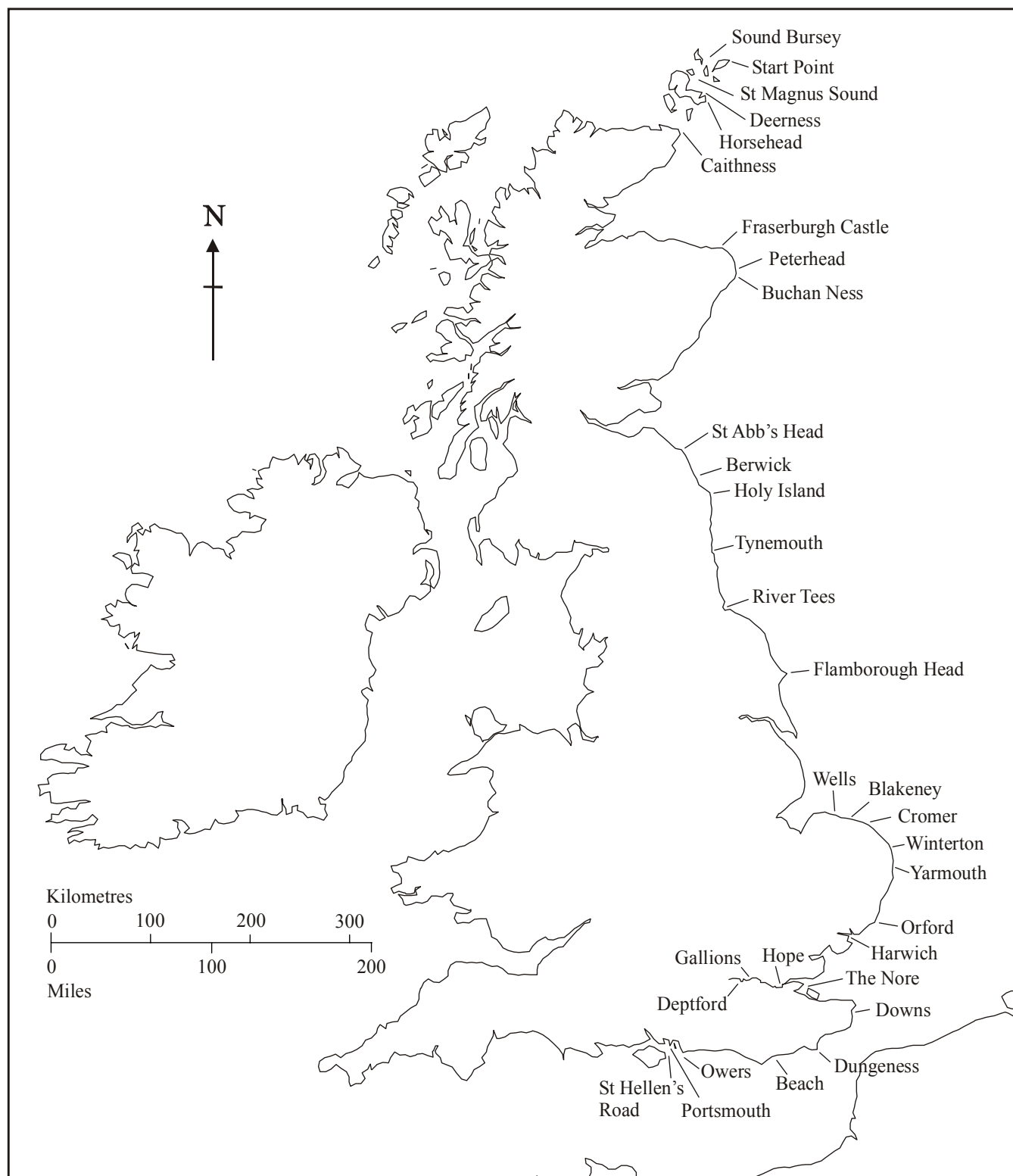
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<sup>48</sup> This appears to have been amended to 'S°E by E°st 13 leges'. However, this makes no sense given that at noon on 18 August the ship was about 8 leagues NE by E of the River Tees and by the following day she was 7 miles NE by E of Cromer. The ship must therefore have travelled at least 20 leagues in the previous 24 hours.

Journall of the  
Marygould to  
Iceland  
1654

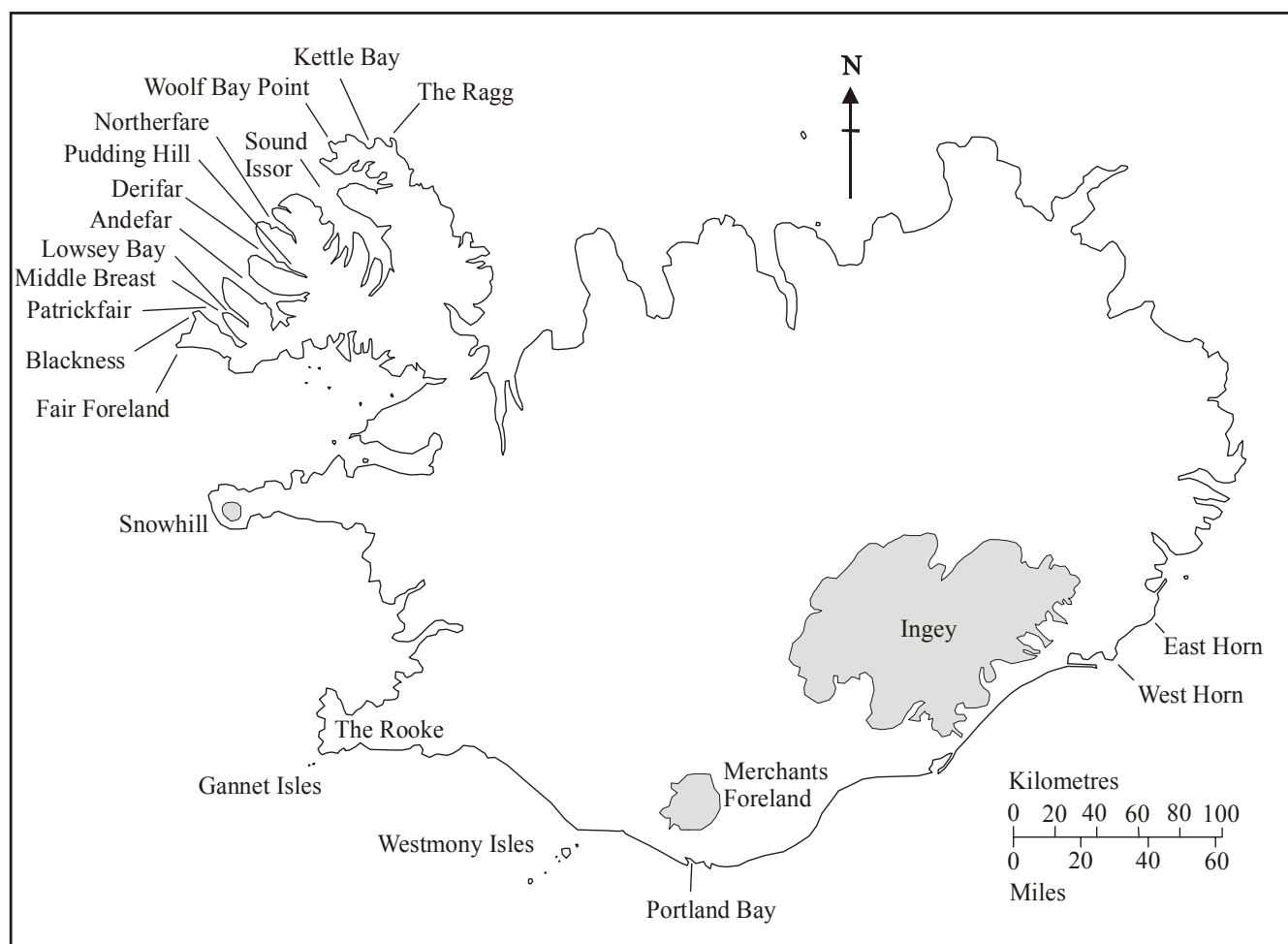
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## Map of Britain





## Map of Iceland



## Glossary of Place Names

**Alford = Orford, Suffolk**

**Andefar = Arnarfjörður, Iceland**

At noon on 29 June the *Marigold* was observed to be in the latitude of 65° 54', with 'Andefer' lying 11 miles SSE (158°). Andefar, or 'Andifer', is also mentioned on 30 June and 6-7 July.

On 14 July the *Marigold* left Lowsey Bay (Tálknafjörður) sailing NE along the coast. The following day it passed by 'Andifar' before anchoring in Derifar (Dýrafjörður).

**Arndell = Arundell, near Littlehampton, West Sussex**

**Barsley Cliftes = Bawdsey Cliffs, near Orford, Suffolk**

**Barweck = Berwick, Northumberland**

**Beche = Beach, English Channel**

Anchorage off Bexhill, Sussex

**Blakne = Blakeney, Norfolk**

**Blackness = Blakknes (alias Straumnes), Iceland**

On 9 July the *Marigold* anchored in Lowsey Bay (Tálknafjörður), 3/4 of a mile from the shore, with 'black ness' bearing W by N (281°).

On 14 July the *Marigold* sailed from Lowsey Bay and by noon 'Blackness' lay 2 miles S & by W (191°).

**Bofon Ness = Buchan Ness, Aberdeenshire, Scotland**

**Caster Poynt = Caister-on-Sea, just north of Yarmouth, Norfolk**

**Catt Ness = Caithness, Scotland**

While properly being a county, many early-modern charts might lead the reader to think that Caithness was the name of the northeastern cape of the county of Caithness: e.g. Nicholas Comberford, 'Atlantic coasts of Europe, Norway to Finisterre' (London, 1666), Greenwich Maritime Museum, Ref. 215:1. In reality this cape was called Duncansby Head.

**Cromar = Cromer, Norfolk**

**Depthford = Deptford, River Thames**

**Dears Nest = Deerness, easternmost peninsula of the Isle of Orkney**

**Derifar = Dýrafjörður, Iceland**

On 7 June the *Marigold* anchored 'fair by Derifar' and the following day the ship went into the 'harbor of Derifar' to ballast the ship.

On 9 June the captain noted that Derifar is a very good harbour, lying NW & SE. He suggests that a ship go no further than Pudding Hill (?Höfði) and notes that the water rises about 8 foot in the harbour.

On 26 June the *Marigold*, sailing SW from Sound Issor (Ísafjarðardjúp), sights Derifar at SE by S. However, contrary winds force the ship to put into Norfare (Önundarfjörður).

On 15 July the *Marigold*, sailing NE along the coast, passed Andefar (Arnarfjörður) and put into Derifar.

**Diamant = Lítla Dímun, Faroes**

This island is marked as 'Diamond' on Nicholas Comberford's chart 'North east Atlantic, with the coasts of northern Europe, Iceland and Greenland', Greenwich Maritime Museum, Ref. 213:3 (1651). While just less than 1 sq. kilometre in area this is a prominent navigation landmark since the island is 413 metres high.

**Dover Roode = Dover Road, Kent**

**Downes = The Downs, Kent**

**Dungion Ness = Dungeness, Kent**

**Durst Sownd = Deer Sound, Isle of Orkney**

The entry for 25 May notes that 'Durst Sownd is a good harbor for all windes'. The bay lies to the west of Deerness and is marked as a good harbour on some contemporary maps, e.g. Greenville Collins', 'The Islands of Orkney' (London?, c.1693). <http://www.nls.uk/digitallibrary/map/early/coasts.cfm?id=182>

**E Horne = Austurhorn, Iceland**

On 30 July, the Captain of the *Marigold* notes that 'at noone wee wer by observatione in the latt of 63 degr and 15 minets & the Course wee made good ths 24 howrs is 8 degr E<sup>o</sup>ly-16 leges havinge the wind at S<sup>o</sup>- & S<sup>o</sup>S<sup>o</sup>E<sup>o</sup> very fogge so that wee could not see the land wee beinge then A brest of the E Horne it bearing N<sup>o</sup>W<sup>o</sup>- of us about 10 leges of:'

**Fair Foreland = Bjargtangar, Iceland**

On 6 June the *Marigold* passed Snow Hill (Snæfellsjökull) and set a course N by W (349°) for the 'fair forland'. It passed the 'fair forland' the next day before going on to anchor in Derifar (Dýrafjörður).

On 21 July the ship sailed from Derifar to start its journey home. It passed Lowsey Bay (Tálknafjörður) at 2 pm and at 6 pm the 'faire Forland' lay due east.

**Faire Lee = Fairlight, Sussex**

**Fair Ilandes / Farrey / Farre = Faroe Islands**

**Flamborow Head = Flamborough Head, Yorkshire**

**Fowlstone = Folkstone, Kent**

**Frishborough Castle = Fraserburgh Castle, Aberdeenshire, Scotland**

**Frith = ? Cairnbulg Point, Aberdeenshire, Scotland.**

On 24 May the Captain of the *Marigold* notes this navigation landmark close to Fraserburgh Castle.

**Galliante = Gallions**

Anchorage on the River Thames just upriver of Barking.

**Gannet Islands = Fuglasker (alias Eldeyjar), Iceland**

On 5 June the *Marigold* passed between the 'Gant Ilandes' and The Rooke (Reykjanestá) heading north. The captain noted that the distance between The Rook and the 'Estr Iland' (Eldey) is 'about 7 mile' (infact 7½ nautical miles). He also notes that when a ship passes between the Rook and the 'Estr Iland', 'Snow hill poynt' (the summit of Snæfellsjökull) will bear NNW (337°).

On 23 July the *Marigold* again passed the 'Gant Islands' while homeward bound.

The captain's very full description of the location and appearance of the four islands (Eldey, Eldeyjardrangur, Geirfugladrangur and Geirfuglasker) suggests that he fully recognised the hazard they posed to navigation. It is presumed that 'Gant' is his spelling of 'Gannet', a bird for which the islands are still famous.

**Golston = Gorleston-on-Sea, Norfolk**

**Gonfleet = Gunfleet**

Anchorage in the Thames Estuary, c. 4 miles SE of Clacton-on-Sea, Essex

**Harwich = Harwich, Essex**

**Holly Island = Holy Island, Northumberland**

**Hope = see Tilbury Hope**

### **Horshead = Horse of Copinsay, a small island east of Orkney**

### **Ingey = Vatnajökull, Iceland**

John Collins, *Salt and Fishery* (London, 1682) p. 76, states that 'Ingulf-hill' lies on the SE side of Iceland and is one of the island's '4 remarkable mountains'.

On 1 June the *Marigold* sighted Iceland and noted that at noon Ingey lay 5 leagues NW. It was still visible the next day. The name Ingey / Ingulf-hill is probably derived from Ingólfshöfði, which is part of the Icelandic coast just south of Vatnajökull.

### **Inner Ness = Inverness, Scotland**

### **Ipsig = Ipswich, Suffolk**

### **Kettle Bay = ? Hælavík Bay, Iceland**

On 17 June the Captain of the *Marigold* noted that 'Kettle Bay' lay SE by S (146°) about 3 leagues. Although the wind was variable or calm he records that at 4 pm 'the body of Kettle bay did bear N° by E° (11°) about 6 leges'. This dramatic shift in location, of c. 25 miles in 4 hours, together with the captain's account of the winds, and the failure to reconcile the latter bearing with other geographical indicators, suggests that his second record was incorrect. It seems more likely that he meant to write that Kettle Bay bore S by E.

On 22 June the *Marigold* left The Ragg (Hornvík) with a strong easterly wind. The captain noted that after standing off from the shore 'Kettle Bay did bear S° by E°st of us'. This implies that Kettle Bay was immediately west of The Ragg (Hornvík).

### **Lastafe Poynt = Lowestoft Point, Suffolk**

On 23 April, the Captain of the *Marigold* noted that, when anchored off Golston (Gorleston-on-Sea), 'lastafe poynt' bore SE by E. It seems likely this was an error, perhaps for SE by S.

### **Lowsey Bay = Tálknafjörður, Iceland**

John Collins, *Salt and Fishery* (London, 1682) p. 78 writes of Iceland 'They have hot baths on the West Side of the Land, particularly one 17 leagues from *Snow-Hill*, in a Harbour called *Lowys-Bay*, which issues from a Rock'. (The actual distance from the summit of Snæfellsjökull to the mouth of Tálknafjörður is 54 nautical miles, i.e. 18 leagues.)

On 1 July, the *Marigold* was lying off 'Lowsey bay' having sailed 3 leagues SW along the coast from Andefar (Arnarfjörður). On 2 July, while riding in the mouth of the bay, the crew saw a Bremen ship sail into 'Patrickfair which is a harbour near Lowsey bay' (Patrickfair = Patreksfjörður).

On 9 July the *Marigold* anchored in 'Lowsie Bay', 3/4 of a mile from the shore, with Blackness (Blakknes) bearing W by N (259°).

### **Meckness = Mykines, westernmost island of the Faroes**

### **Merchants Foreland = ? Mýrdalsjökull, Iceland**

On 1 June the captain of the *Marigold* sighted Iceland. At noon 'Igney' (Vatnajökull) bore 5 leagues NW. The ship then steered away W by S (259°) for 'the Marchants fore Land which is distant about 15 leges'.

On 26-27 July the *Marigold* took bearings on the 'Merchants Forland' while leaving Iceland. The captain noted on 27 July that 'the Marchants Forland did bear N° 4 degr: Ely 15 leges'.

While a 'foreland' implies a major promontory or headland to a sailor, there is little that can be described as such on the southern coast of Iceland. It therefore seems likely that the Merchants Foreland was in fact the mountain Mýrdalsjökull. This would explain how it could be sighted on 27 July at a distance of 45 nautical miles.

### **Middle Brest = Tálkni, Iceland**

On 1 July, the *Marigold* anchored in Lowsey Bay (Tálknafjörður) 1/2 mile from the shore with the 'midle brese' bearing SW by W (236°).

On 9 July the ship again entered Lowsey Bay and anchored 3/4 mile from the shore. At that point the 'midle brest' bore W-Nly (c. 275°), Blackness W by N (281°) and the 'N°land' NW 1/2 Nly (c. 320°). In this context 'N°land', or north land probably just means the north shore of Tálknafjörður. The captain notes that his position left the ship with scarcely '4 poyntes' (45°) open to the sea. Triangulating from these points suggests that the Middle Brest was Tálkni, which is a small cape lying between the two greater capes of Blakknes and Kópanes.

**Middle Grownd = Middle Ground, Thames Estuary**

Anchorage in the Thames Estuary c. 2 miles NE of Warden on the Isle of Sheppey

**Noar = Nore, Thames Estuary**

Anchorage at the mouth of the River Thames, where the Medway joins the Thames.

**Northerfare = Önundarfjörður, Iceland**

On 26 June the *Marigold*, attempting to sail SW along the coast from Sownd Issor (Ísafarðajúp), noted that Derifar (Dýrafjörður) lay 4 leagues SE by S (146°). Having made no headway during the previous 24 hours, and with a strong wind rising from the SW, the ship entered and anchored in 'Norfare'. The captain notes that 'this harbor lieth S°E & N°W° and you may ride land lockt for all windes & good Grownd to Ancor in'.

**Nth Forland / N° Forland = North Foreland, Kent**

**Nowers = Owers, English Channel**

Shoals to the south of Selsey Bill, West Sussex.

**Oase Edge = Ouse, Thames Estuary**

Anchorage in the Thames Estuary, c. 5 miles east of the Nore.

**Orcness = Orkneys**

**Patrickfair = Patreksfjörður, Iceland**

On 2 July, with the *Marigold* anchored in Lowsey Bay, one of the King of Denmark's ships sailed into 'Pattrickfair' 'which is a harbor near Lowsey bay'.

**Pemsey = Pevensey Bay, near Eastbourne, East Sussex**

**Peterhead = Peterhead, Aberdeenshire, Scotland**

Mentioned in entries of 12-13 August.

**Porchmouth = Portsmouth, Hampshire**

**Portland Bay = Dyrhólaey (alias Portland), Iceland**

On 3 June the *Marigold* sailing west along the south coast of Iceland noted that it reached 'Portland bay' and that 'this land in portland Bay is lowe land & it makes in hummocks & there is a great fresh comes down the mountains when the snow meltes and runs into the sea'. (Note: A 'Fresh' is a rush of melt / storm water that carries sediment far out into the sea during an ebb tide).

**Pudding Hill = ? Höfði, Iceland**

On 9 June the Captain of the *Marigold*, commenting on the harbour of Derifar (Dýrafjörður), suggests that a ship go no further than 'pudding hill'.

On 18 July, while anchored in Derifar, the captain of the *Marigold* comments on the activity of a Yarmouth fishing vessel as it sailed 'a little above poddinge hill'.

Since the term 'pudding' implies steep sides and a flat top, it seems likely that the hill is Höfði, which would be a prominent feature to a sailor in the upper part of Dýrafjörður.

**Rainam / Rainame = Rainham, River Thames**

**Ragg = Hornvík, Iceland**

John Collins, *Salt and Fishery* (London, 1682) p. 75, states of Iceland that 'the most Norwardly part is Rag-Point in Latitude 66 0 5'. It is in fact about 66° 28'.

At noon on 15 June the *Marigold* was 3 leagues out of Sownd Isor (Ísafarðajúp) sailing NE. That afternoon a strong WSW wind sent the ship eastward so that by midnight the Ragg was 5 leagues SSE.

By noon on 18 June the ship was observed to be in the latitude of 66 degrees 30 minutes, which would put it a few miles north of NW Iceland's northernmost capes. That afternoon the ship sailed into the Ragg, to avoid sea ice.

On 20 June the captain of the *Marigold* climbed one of the 'very high mountains' flanking the bay (possibly Dögunarfell, 542m), so he could examine the Ice pack that threatened from the north and east. He noted that the Ice stretched close along the shore to the SE. This implies that the cape to the east of The Ragg (i.e. Ragg Point) was the most easterly of the northern capes (i.e. Horn, alias Nord Cap). This would make The Ragg itself the bay now known as Hornvík.

### **Ragg Point = Horn (alias Nord Cap), Iceland**

See entry for '*The Ragg*'.

### **Rooke = Reykjanestá, Iceland**

From the notes made by captain of the *Marigold* it appears he thought of the 'Rooke' as the cape of Reykjanestá, rather than the whole of Gullbringusýsla.

On the 4 June the *Marigold* passed the Westmorny Isles and set course for the 'Rooke'

On 5 June the ship passed between the Rooke and the Gannet Isles (Fuglasker). The captain notes that when a ship passes between 'the Rooke' and the easternmost of the Gannet Islands (Eldey in the Fuglasker isles), 'Snow hill poynt' (the summit of Snæfellsjökull) will bear NNW (337°).

On 23 July the *Marigold* passed again between the Gannet Isles and the Rooke. The captain notes that when the easternmost of the two Gannet Isles (Eldey and Eldeyjardrangur) 'were both in one [i.e. in line] then the rook did bear E°N°E°'.

### **St Abes Head = St Abb's Head, Berwickshire, Scotland**

### **St Magnes Church = St Magnus Church, Egilsay, Orkney Isles**

This medieval church possessed, until the nineteenth century a twenty metre high round tower, which would presumably have made it an excellent navigation landmark for sailors sailing through the Orkney Isles.

### **St Magnes Sownd, Orkneys**

On 25 May the *Marigold* sailed through the Orkneys, taking St Magnus Church on Egilsay as a landmark. Having passed Egilsay, the journal notes that at '7 a Clock at night wee were Clear of St Magnes Sownd.' On 9 August the journal records that, starting from Start Point, to the east of the Orkneys, 'wee did what wee could to goe through St Magnes but the wind wold not favor us & wee stood of'. This seems to imply that the term St Magnus Sound applied to the whole route through the Orkneys, encompassing the Westray Firth and the Stronsay Firth.

### **St Tellins Road = St Hellen's Road, English Channel**

Anchorage at the east end of the Isle of Wight.

### **St Thomas Sownd, Faroes**

On 5 August at noon, the *Marigold* was 4 leagues north of Mykness in the Faroes. This ship then 'stood away to the Eward thinkinge to have gon through St Thomas Sownd but it fell Callme'. This suggests that St Thomas' Sound was one of the NW-SE sounds which divide the main Faroe Islands.

### **Snowhill = Snæfellsjökull, Iceland**

Snæfellsjökull means 'Snow mountain glacier'.

John Collins, *Salt and Fishery* (London, 1682) p. 76, says that 'Snowhill' lies on the on the N.N.W side of Iceland and is one of the island's '4 remarkable mountains'.

On 5 June the captain of the *Marigold* noted that when a ship passes between 'the Rooke' (Reykjanestá) and the easternmost of the Gannet Islands (Eldey in the Fuglasker isles), 'Snow hill poynt' will bear NNW (337°). At noon on 5 June the easternmost of the Gannet Islands (Eldey) lay 2 leagues to the NNE (23°) of the *Marigold*. By noon the next day the ship had sailed due north 21 leagues and Snow hill foote lay 5 leagues further north.

(Note: the distance between Eldey and Snæfellsjökull is roughly 70 nautical miles, i.e. 23 leagues).

On 22 July the *Marigold* passed Snowhill on its return home.

### **Sound Isor = Ísafjarðardjúp, Iceland**

On 15 June the *Marigold*, having left Derifar (Dýrafjörður), passed 'Sownd Isor' before a strong WSW wind took it on to The Ragg (Hornvík).

On 22 June the ship left The Ragg sailing back to Derifar. From 23-25 June the captain took bearings on 'Sownd Issor'.

**Sowle = Southwold, Suffolk**

**Sownd Bursey = North Sound, Orkney Isles**

On 8 August the Captain of the *Marigold* notes that, approaching the Orkneys from the NW 'we about 4 leges of the Sownd Bursey and it did bear S° by W° of us'. The Sound was presumably named after Burness Parish on the NW peninsula of the isle of Sanday.

**Staples = The Staples / Farne Islands, Northumberland**

**Start / Start Poynt = Start Point, Isle of Sanday, Orkneys**

Referred to on 9 August, this is the easternmost cape of the Orkneys.

**Teaz = River Tees, Yorkshire / Durham**

**Tilbery Hope = Tilbury Hope, River Thames**

Anchorage just below Tilbury.

**Tilmouth = Tynemouth, Northumberland**

**Wells = Wells-next-the-Sea, Norfolk**

**W° Horne = Vesturhorn, Iceland**

On 1 June, the crew of the *Marigold* 'saw Iceland & wee fell *with* the W° horne and at noone Ingey did bear NW° about 5 leges of'.

**Westmony Islands = Vestmannaeyjar (alias Vestemann Isles), Iceland**

Westmony was the contemporary English named for the Vestmannaeyjar (alias Vestemann Isles).

Mentioned frequently in 15<sup>th</sup>-17<sup>th</sup> century English sources, the islands are mentioned in the *Marigold* Journal on 4-5 June and 24-25 July.

**W°most wood = Westmost Wood, Norfolk**

Presumably a navigation landmark just south of Gorleston-on-Sea, Norfolk.

**Winterton Ness = Winterton-on-Sea, Norfolk**

**Woolf Bay Point = ? Straumnes, Iceland**

On 15 June the *Marigold* sailed west from The Ragg (Hornvík).

On 16 June the captain wrote that at noon 'wolfe bay poynt did bear S°'. The course over the next 24 hours was ENE-½ Nly (73°) and at the end of this time 'Kettle Bay' (?Hælavík) lay 3 leagues SE by S (146°).

These descriptions indicate that Woolf Bay Point was one of the northern capes of the northern peninsula and that it lay to the west of Kettle Bay. Woolf Bay Point may therefore have been Straumnes, which would make Woolf Bay either Aðalvík or Rekavík.

**Yarmouth = Great Yarmouth, Norfolk**